

CRAIG INTERAGENCY DISPATCH CENTER AVIATION BRIEFING GUIDE 2016



Counties

Moffat
Routt
Rio Blanco
Grand
Jackson



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ORGANIZATION

The **Craig Interagency Dispatch Center (CRC)** provides support for the following units:

Northwest Colorado Fire Management Unit (NWC FMU), which is comprised of the following DOI agencies:

- Bureau of Land Management, Northwest Colorado District
 - Little Snake Field Office
 - White River Field Office
 - Kremmling Field Office

- U.S. Fish and Wildlife Service
 - Browns Park National Wildlife Refuge
 - Arapahoe National Wildlife Refuge

National Park Service:

- Dinosaur National Monument

U.S. Forest Service, Routt National Forest:

- Hahn's Peak/Bears Ears Ranger District
- Yampa Ranger District
- Parks Ranger District

Colorado Counties:

- Moffat County
- Routt County
- Jackson County
- Rio Blanco County
- Grand County

Colorado Division of Fire Prevention and Control:

- Northwest Region (Moffat, Rio Blanco, Routt, Jackson and Grand Counties)

AVIATION CONTACTS

BLM:

NWCFMU Aviation Officer	Jim Michels	
BLM State Aviation Officer	Clark Hammond	303-239-3809
North Zone FMO	Ron Simpson	970-826-5030
South Zone FMO	Kyle Frary	970-878-3862
East Zone-Fuels Specialist	Kevin Thompson	970-724-3033

USFS:

Med-Bow/Routt NF Aviation Officers	Jay Miller	307-745-2415
Regional Aviation Officer (USFS)	Jim McMahill	303-275-5740
Regional Aviation Safety Manager (USFS)	J. Kent Hamilton	303-275-5711
Regional HOS (USFS)	Jim Lawson	719-338-3918
Routt NF FMO (USFS)	Vacant	970-819-6223

NPS:

Dinosaur NM FMO	Andy Bundshuh	970-629-0191
NPS Regional Officer	Steve Sorenson	303-969-2657

CDFFPC:

CO Div. of Fire Prevention and Control	Vince Welbaum	303-445-4362
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USF&WS:

Colorado Dist. FMO (USF&WS)	Tracy Swenson	435-734-6449
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DISPATCH:

Dispatch Center Manager	Pat Butler	970-826-5037
Assistant Center Manager	Vacant	970-826-5037

OPERATIONS

AVIATION OPERATIONS

Aviation assets in Northwest Colorado are dispatched out of the Craig Interagency Dispatch Center (CRC).

CRC is operational 7 days a week during the fire season.
Normal operating hours: 0800-1800

Aviation Operations within the CRC zone normally occur from three main airports; however we do utilize other airports within our zone and neighboring zones if needed. See the Operational Environment section for details on airports utilized.

Locations and contact information:

Name	Address	Phone Number
Craig Interagency Dispatch	455 Emerson Street Craig, CO 81625	Aircraft Desk: 970-826-5039
		Dispatch Center (24 hrs.): 970-826-5037
		Initial Attack Fax: 970-826-5051
		Fire Management Fax: 970-826-5055
		email: craiginteragency@gmail.com
Craig-Moffat Co. Airport	3005 HWY 394 Craig, CO 81625	Airport: 970-824-9148
		Airport After Hrs: 970-629-8162
		FBO: 970-824-6335
		FBO Fax: 970-824-8754
		email: tucker@mountainairspray.com
Meeker Airport	912 East Market St. Meeker, CO 81641	Airport: 970-878-4769
		Airport After Hrs: 970-878-4457
		FBO: 970-878-5045
		FBO Fax: 970-878-5046
		Primary email: coulteraviation@email.com Secondary email: sk.lopez@hotmail.com
Rangely Airport	2248 East Main St. Rangely, CO 81648	Airport: 970-675-2316
		Airport After Hrs: 970-759-0955
		Fax: 970-675-2857
		email: rangelyairport@co.rio-blanco.co.us

Hours of Operations:

0900-1800 (pre-flights completed and ready to fly at 0900), hours could be extended on either end by management.

Managers:

Aircraft managers are asked to call into Craig Dispatch every morning and evening upon going in service and out of service. Information on status should be relayed at that time, such as upcoming pilot/crew swaps, mandatory days off, scheduled maintenance due on aircraft, needs, issues, etc. At this time Dispatch will also advise you of any changes in start times and extended staffing.

Notify Dispatch immediately of any maintenance or mechanical issues that take the aircraft out of service.

Aircraft managers are expected to be at or call into the daily briefing at 1015. Based upon fire activity the briefing could be bumped to 0915 (when you contact dispatch in the morning you can check on the time). **The phone number is 1-877-428-9134 and the pass code is 170902.** The daily briefing is also posted on the web at http://gacc.nifc.gov/rmcc/dispatch_centers/r2crc/predictive/intelligence/dailybrief1.pdf

Daily Aircraft Status Sheets will be provided by dispatch to each manager as needed.

All personnel must be prepared to stay at a different location than where they originated.

You are expected to be self-sufficient and on per diem. If this is a problem contact Dispatch immediately to make arrangements.

INITIAL RESPONSE OPERATIONS/PROTOCOL

All orders for aviation assets will come through the Craig Interagency Dispatch Center. Aircraft will be dispatched according to tone-out procedures if they are the first resource to respond to a new incident. Additional information required for aircraft to respond may be passed along to the manager by phone or fax machine. Contact methods will be pre-established between the resource and dispatch. If aircraft are requested on an existing incident they will NOT be toned out. The IA (Incident Action) number will be used in communications referencing the fire until the fire has been named and then the fire name will be used.

A determination will be made by the Duty Officer (DO) or Zone Fire Management Officer (FMO) during the morning briefing call whether a given air resource may be dispatched as an initial attack resource to a new incident.

Tone-out Procedures:

Craig Dispatch will use the following tone-out radio procedures for new initial attack incidents during normal business hours **when NOT in "lightning mode"**:

Incidents reported on the Routt National Forest will be toned out only on Forest repeaters. Incidents reported on the North or South Zone, including Dinosaur National Park and Brown's Park National Wildlife Refuge will be simulcast over both North and South zone repeaters. Initial incident information will also be simulcast to assure good information sharing.

Smoke Reports: Alert Warble

After receiving a smoke report, dispatch will gather as much information as possible from the reporting party (RP), and start an Incident Action card and a new incident in WildCAD. Dispatch will then tone out the new incident with the Alert Warble in the applicable Zone, using the following script:

- " _____ (resource(s) being dispatched), stand by for a **Smoke Report.**"
- " _____ (resource(s) being dispatched will respond with their call sign.)
- " _____ (resource(s) being dispatched) respond to a smoke report in _____ (T-R-S or geographic location), _____ (other pertinent information such as best access, known hazards, landmarks, etc.)"
- " _____ (resource(s) being dispatched) responding".

When *additional resources* are requested to respond to an existing incident they will **NOT** be toned out. The resource will be ordered by call sign over the radio to respond to the incident by the incident name or IA number.

Smoke Reports: Located by Field Units

When a field unit reports a smoke to dispatch, they may or may not be the resource requested to respond based on closest available forces. If the reporting unit IS NOT the resource responded, the smoke report will be toned out according to the Alert Warble script.

If the reporting unit IS the resource responded (which will be confirmed by dispatch with the resource prior to their response), or when a field unit reports on scene of a new incident, such as a fire along a roadside that does not require a hike-in, the smoke reports will be toned out in the appropriate zone(s) using the following script:

- "All units be advised that _____ (resource responding or on scene) is responding to IA# _____ at (T-R-S or geographic location).

“Lightning Mode” Dispatch Procedures:

The Craig Dispatch area frequently experiences monsoonal weather patterns that result in a high volume of lightning-caused fires. During these events, the duty officer or FMO in the affected zone(s) may prioritize fires based on size-up information, and provide dispatch with requests for specific resources to respond to each incident. **After 2 consecutive smoke reports on any given zone that are likely to be lightning-caused, consultation between Dispatch and DO's/FMO's will trigger “lightning mode” dispatch procedures, and tone-out procedures will be temporarily suspended.**

Because lightning caused fires may cluster over a specific zone or zones (North, South, East or Forest), suspending tone-out procedures will be zone-specific. An announcement will be made over the radio when tone-out procedures are temporarily suspended for any zone or area.

Once a zone enters lightning mode and tone-out procedures are suspended, they will remain suspended until start of shift the following day, when a return to tone-out procedures will be assumed unless dispatch is otherwise notified by the Zone FMO or Duty Officer.

All aircraft and their crews are expected to be IA ready and in the air within 15 minutes of notification of assignment.

When notified of the assignment the Aircraft Manager will provide an estimated off time for the aircraft. And once in the air the Pilot or Manager will provide flight information as appropriate (i.e.: ETE, FOB, SOB)

While enroute to an incident **DO NOT DEVIATE** to check out another smoke; there may already be aircraft over that incident or enroute to it. Notify dispatch of the smoke and they will advise you if your help is needed.

If you are the first resource on scene, provide a size-up to dispatch as soon as possible. Provide at least; lat/long, size, rate of spread, fuel type and any structures or resources in area.

Water Sources:

DO NOT use any water source without prior approval from the Duty Officer or Dispatch unless it is a life safety issue. Make sure you document such decisions. If you spot a good water source and would like to use it, provide dispatch with a location (lat/long) and they will make contact with the sheriff to obtain permission. If it is a private water source you will need to keep track of the number of gallons taken out of that particular source.

Dipping from either the Green or Yampa Rivers within Dinosaur National Monument is **NOT** authorized unless the fire incident poses an immediate threat to life or safety of fire fighters or the public.

Dipping from Rio Blanco Lake is prohibited; however you may dip from the White River before it flows into Rio Blanco Lake.

Use of rotary and fixed wing aircraft below the rim of either the Green or Yampa River Canyons within the boundaries of Dinosaur National Monument for non-emergency operations needs to be coordinated with the Monument's Aviation Officer to ensure public safety.

Retardant Uses:

Use of retardant in Dinosaur National Monument requires approval from the Superintendent.

The Routt National Forest has 9 retardant avoidance areas. Please see Appendix A for a map of these areas or ask dispatch for a more detailed map if you are flying in these areas.

Colorado, Utah and Wyoming Dispatch Centers' Border Pilot Briefing:

To provide better aircraft coordination and safety along Colorado, Utah and Wyoming dispatch centers' borders, please see Appendix B and follow the direction below:

When flying near dispatch center and state line borders and you see a smoke column, **DO NOT** divert to the smoke. There may be other aircraft responding or enroute to the area. *Land Management agencies have seen increased numbers of fires managed for resource benefits fires along both sides of the border in recent years and in many cases additional aircraft are either not needed or requested, however these incidents may have aircraft assigned to monitor those fires.*

Contact CRC **BEFORE** crossing the state line or entering within the 12nm Fire Traffic Area (FTA) limit for that column. Craig Dispatch center will contact the dispatch center responsible for that area and acquire information to ensure there are no aircraft present and whether your services are needed or desired. If assistance is desired either CRC or the other dispatch center will provide the aircraft with necessary contact and response information. The Colorado-Utah border is at approximately 109° longitude. The Colorado-Wyoming border is at approximately 41.00° latitude.

When working on fires within the CRC district but reloading out of Grand Junction Airport, communication with BOTH dispatch centers is required. Certain circumstances such as quick turnaround times may allow for deviation from these rules. It is pertinent that both CRC dispatch and the pilot/manager agree on how flight following will work. See the next section for more information on Flight Following procedures.

FLIGHT FOLLOWING PROCEDURES:

All flight following will be handled through the Craig Interagency Dispatch Center. A radio check-in is required at take-off and landing. At take-off dispatch will confirm the aircraft is positive on Automated Flight Following (AFF).

As a standard CRC will use the AFF tracking system to do 15-minute check-ins and an “ops normal” radio check-in every 30-minutes. Certain circumstances or at the pilots request may require 15-minute radio check-ins. The aircraft dispatcher and pilot must agree to which method of flight following will take place before leaving the ground.

Pilots must monitor at least one predetermined radio frequency as an alternate means of flight following in the event the AFF system fails in the aircraft or in dispatch, or in case dispatch needs to cancel a mission, divert the aircraft to a higher priority incident, or relay other critical information regarding hazardous weather, TFRs etc.

Regardless of AFF being used, radio communications must be maintained with all aircraft which the dispatcher has agreed to flight follow. To and from the tanker bases, in Grand Junction or Jeffco, the dispatch center will flight follow using the common flight following frequency National 168.650 (Tone 110.9 TX and RX) or automated flight following if available.

Emergency in-flight communications will utilize National Air Guard 168.625 (TX Tone 110.9). When using these frequencies, be sure to identify **Craig Dispatch Air Guard**, etc., as other units in the Rocky Mountain Area are using the same frequency and they may think you are calling them.

PAYMENT PROCEDURES

Flight Invoices:

Use the Office of Aviation Services for processing Invoices. Vendors will prepare and submit the electronic invoices AMD-23E for all contracts (ARA, On-Call, and Exclusive Use). There will be NO paper invoices accepted for payment at OAS. These forms can be found at http://www.doi.gov/aviation/aqd_ams.cfm

Total flight hours must be reported to dispatch DAILY. They can either be called into dispatch (970-826-5037) or emailed to craiginteragency@gmail.com with the Subject line stating the aircraft call sign and the date the hours are referencing.

Daily Cost sheets:

A copy of all Aircraft Daily Cost sheets will be submitted to the Aircraft Dispatcher for all fires and non-fire flights. If teams are in place you will provide these forms to your Air Support Group Supervisor or direct supervisor.

You will be expected to abide by the 2:1 work/rest guidelines per national policy.

Upon demobilization a flight plan is **required** by dispatch. This should include all legs of the flight; identify type of flight following, if FAA flight plan has also been filed, manifest of personnel on board, and travel information for any support/chase vehicles Don't forget contact phone number for the Chief of Party.

Billee Codes:

BLM Colorado

6090

Northwest Colorado Interagency Fire Management Unit
LLCOC00000
455 Emerson Street
Craig CO 81625

6590

Upper Colorado River Interagency Fire Management Unit
LLCOU00000
2815 H Road
Grand Junction CO 81506

6640

Front Range Interagency Fire Staff
LLCOF00200
3028 E. Main Street
Canon City, CO 81212

6080

BLM Colorado State Office
LLCO937000
2850 Youngfield Street
Lakewood, CO 80215-7093

FWS Billee Codes for Arapaho & Browns Park NWR

73W0

Arapaho NWR
PO Box 457
Walden, CO 80480-0457

73Y0

Browns Park NWR
1318 Highway 318
Maybell, CO 81640-9707

USFS Billee Codes for Routt NF

9K60

Medicine-Bow Routt NF
2468 Jackson St
Laramie, WY 82070-6535

9KF0

Medicine-Bow Routt NF
2468 Jackson St
Laramie, WY 82070-6535

NPS Billee Code for Dinosaur NM

5340

Dinosaur National Monument
4545 E. Hwy 40
Dinosaur, CO 81610

Additional Billee Code information can be found on the OAS Website at:

http://www.doi.gov/aviation/aqd_ams.cfm

SAFECOM

A Safecom (www.Safecom.gov) will be filed to report any condition, observation, act, maintenance problem, or circumstance with personnel or the aircraft that has the potential to cause aviation related mishap. Contact the Unit Aviation Officer if you need assistance with the Safecom system.

OPERATIONAL ENVIRONMENT

SECURITY PROCEDURES

SUSPICIOUS ACTIVITY; CALL 911 or 1-866-GA-SECUR(E) or 1-866-427-3287

If an aircraft is stolen, contact the FBI immediately (See <http://aviation.blm.gov> then Aviation Security for FBI Contact info and other Security Resources online).

AIRPORTS/SEAT BASES

Several airports are used in support of wildland fires in this area. There are established SEAT Bases at Craig, Vernal, Rifle and Grand Junction. Other airports that can support SEATs (initially with water until retardant can be delivered) are Meeker, Rangely and Steamboat.

The Craig SEAT Base is under operational control of Mountain Air Spray. Mountain Air Spray responsibilities include: maintaining preparedness, mixing, loading and the quality testing of retardant. **At no time will the mixing plant or other base equipment be operated by any visiting resource without the express permission and/or supervision of a Mountain Air Spray representative.** The assigned SEAT manager is responsible for operational safety; liaison with the local dispatch; keeping the pilot informed of dispatch policies, procedures and acting as contract inspector.

The following information on Airports was downloaded from:

https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dafd/search/

If any information is found to be in error, please contact the BLM Aviation Manager or Aviation Dispatcher.

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CRAIG – MOFFAT COUNTY AIRPORT CAG



CRAIG–MOFFAT (CAG)(KCAG) 2 SE UTC–7(–6DT) N40°29.71' W107°31.30'
6198 B **FUEL** 100LL, JET A NOTAM FILE CAG

RWY 07–25: H5606X100 (ASPH) S–35, D–40 MIRL

RWY 07: REIL. P–line.

RWY 25: REIL. PAPI(P4L)—GA 3.0° TCH 32'. Tree.

AIRPORT REMARKS: Attended Mon–Fri 1500–0000Z± Sat–Sun irregularly.

Wildlife on and invof arpt. Twys marked with blue reflectors. Rwy 25 has +10' road 340' from thld obstruction, +41' trees 1185' from thld 50' left of centerline, +75' trees 4000' from thld. Cold temperature rstd arpt. Altitude correction required at or blo –26C/–15F. MIRL Rwy 07–25 preset low ints, to increase ints and **ACTIVATE MIRL** Rwy 07–25, REIL Rwy 07 and Rwy 25, and PAPI Rwy 25—CTAF.

AIRPORT MANAGER: 970-824-9148

WEATHER DATA SOURCES: ASOS 135.425 (970) 824–2373.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 120.475

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

HAYDEN (H) VORW/DME 115.6 CHE Chan 103 N40°31.20'

W107°18.29' 248° 10.0 NM to fld. 7271/14E.

**CRAIG SINGLE ENGINE AIR TANKER BASE, MOFFAT COUNTY AIRPORT
CRAIG, CO
BASE OVERLOAD CONTINGENCY PLAN**

PURPOSE: To place a limitation on the amount of Air Tanker activity at the Craig SEAT Base. This limitation will allow for a safe more efficient environment in the course of air tanker retardant loading. It will also help to mitigate the impact on general aviation activities at the Craig Moffat County Airport.

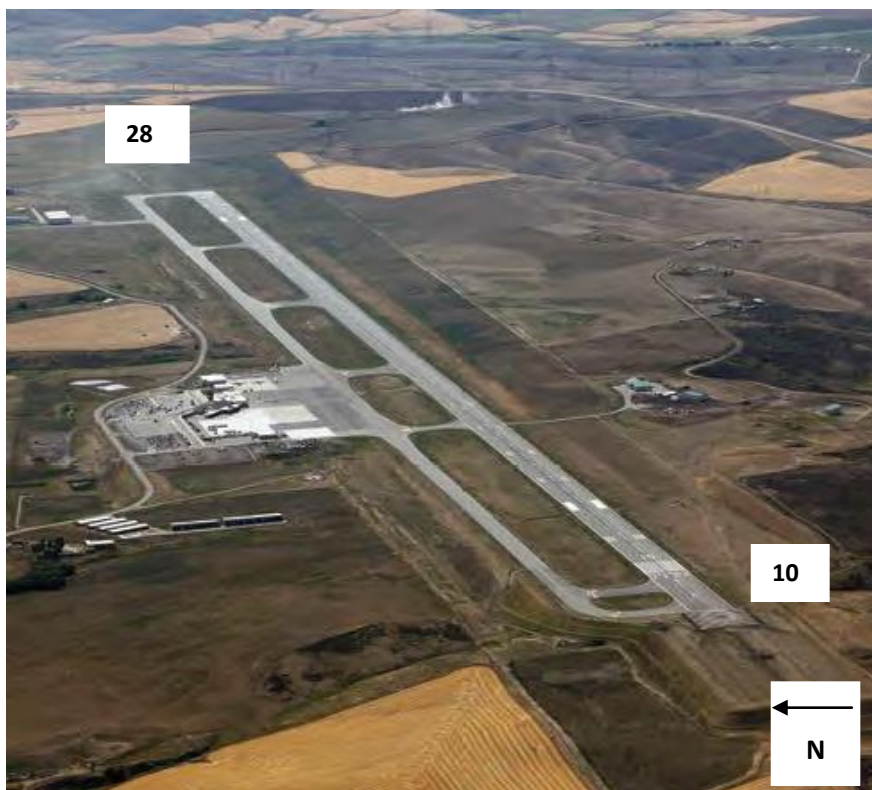
LIMITATIONS: No more than three Single Engine Air Tankers (SEATS) can be loaded out of the Craig Base on a given day. There is only one loading pit at Craig, therefore Aerial Supervisors (air attack, lead planes etc.) and dispatch will be asked to stagger the return to Craig of SEATS for reloading to allow a small amount of time (5 to 15 minutes) between returning tankers. This time gap will keep SEATS from having to wait to load, blocking the ramp and taxi area and alleviate delays caused by having to mix more retardant.

The contractor, Mountain Air Spray, will be notified within a reasonable amount of time if more than one SEAT is anticipated to be loaded out of Craig. This will allow Mountain Air Spray enough time to call in more personnel.

In the event that the base capacity in Craig is exceeded, additional Tankers will be routed to alternative reload bases at Rifle, Grand Junction, or Vernal, UT.

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HAYDEN YAMPA VALLEY REGIONAL HDN



HAYDEN

YAMPA VALLEY (HDN)(KHDN) 2 SE UTC-7(-6DT) N40°28.87' W107°13.06'
6606 B **FUEL** 100LL, JET A OX 3, 4 ARFF Index—See Remarks NOTAM FILE HDN

RWY 10-28: H10000X150 (ASPH-GRVD) S-75, D-170, 2D-260

HIRL

RWY 10: MALSF. PAPI(P4L)—GA 3.0° TCH 52'. Thld displcd 510'. Rgt tfc.

RWY 28: REIL. PAPI(P4L)—GA 3.5° TCH 54'. P-line. 0.3% down.

AIRPORT REMARKS: Attended 1300-0300Z±. Class I, ARFF Index C from Dec-Mar. ARFF Index B from Apr-Nov. Possible severe winter conditions from Nov-Apr. Check NOTAMS for arpt conditions. No arpt information nor snow removal guaranteed during hrs of nonattendance. CLOSED to unscheduled air carrier ops with more than 30 passenger seat except PPR, call arpt manager 970-276-5004. Large flocks of sandhill cranes around arpt in spring and fall. All acft report 10 minutes prior to tkf/lbg on 123.0—monitor frequency 24 hrs, PAEW on rwy.

Between 1300–0300Z± ctc UNICOM prior to all tkfs and ldfs for PAEW advisories. PPR for escort to–from active rwy during normal business hrs. During snow season ctc UNICOM. Request all acft departing Rwy 28 make right or left turnout as soon as safety permits after tkf to avoid town of Hayden and comply with noise abatement procedures. Cold temperature rstd arpt. Alt correction required at or blo –26°C/–15°F. ACTIVATE HIRL Rwy 10–28, REIL Rwy 28, PAPI Rwy 10 and MALSF Rwy 10—CTAF. Ldg fee for acft 12,500 pounds and over.

AIRPORT MANAGER: 970-276-5004

WEATHER DATA SOURCES: AWOS–3 119.275 (970) 276–3690.

COMMUNICATIONS: CTAF/UNICOM 123.0

HAYDEN RCO 122.25 (DENVER RADIO)

DENVER CENTER APP/DEP CON 120.475

AIRSPACE: CLASS E svc 1400–0400Z± other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

HAYDEN (H) VORW/DME 115.6 CHE Chan 103 N40°31.20′ W107°18.29′ 106° 4.6 NM to fld. 7271/14E.

ILS/DME 109.9 I–HDN Chan 36 Rwy 10. Class IB.

STEAMBOAT SPRINGS/BOB ADAMS Field SBS



STEAMBOAT SPRINGS/BOB ADAMS FLD (SBS)(KSBS) 3 NW UTC-7(-6DT) N40°30.98' W106°51.98'

6882 B S2 **FUEL** 100LL, JET A OX 1, 2, 3, 4 NOTAM FILE SBS

RWY 14-32: H4452X100 (ASPH-GRVD) S-50, D-60 HIRL

RWY 14: Rgt tfc.

RWY 32: REIL. PAPI(P2L)—GA 4.0° TCH 40'. Thld dsplcd 600'.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 14: TORA-4452 TODA-4452 ASDA-3852 LDA-3852

RWY 32: TORA-4452 TODA-4452 ASDA-4452 LDA-3852

AIRPORT REMARKS: Attended Nov-Apr 1300-0100Z†, May-Oct 1400-0100Z†. Wildlife on and invof arpt. Hang glider activity on and in vicinity of arpt. Rwy 32 has -180' dropoff 2000' from pavement end. Sharp dropoffs on sides and ends of rwy. Rwy 32 PAPI baffled, only visible to 5.5° left of rwy centerline due to high terrain. Snow removal equipment may be on rwy during snow season, for information ctc Steamboat Springs UNICOM prior to ldg. Cold temperature rstd arpt. Alt correction required at or blo -31°C/-24°F. ACTIVATE HIRL Rwy 14-32, PAPI Rwy 32 and REIL Rwy 32—CTAF.

AIRPORT MANAGER: 970-879-9042

WEATHER DATA SOURCES: AWOS-3 118.325 (970) 879-7794.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.2 (DENVER RADIO)

DENVER CENTER APP/DEP CON 120.475

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

ROBERT (L) VORW/DME 112.2 BQZ Chan 59 N40°27.83' W106°52.34' 352° 3.2 NM to fld. 8211/13E.

DME portion unusable:

010°-036° byd 30 NM

037°-090° byd 20 NM

090°-135° byd 25 NM blo 15,000'

VOR portion unusable:

010°-036° byd 30 NM blo 16,000'

037°-090° byd 30 NM blo 14,500'

MEEKER AIRPORT

EEO



MEEKER COULTER FLD (EEO)(KEEO) 2 E UTC-7(-6DT) N40°02.93' W107°53.16'
6415 B S4 **FUEL** 100LL, JET A OX 1, 2 NOTAM FILE EEO
RWY 03-21: H6503X100 (ASPH) S-21, D-27 MIRL 0.9% up NE
RWY 03: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Rgt tfc.
RWY 21: REIL.

AIRPORT REMARKS: Attended continuously. Deer and elk and waterfowl
invof arpt, wildlife fence surrounds arpt. Rwy 03 PAPI does not
provide obstruction clearance byd 2.5 NM from thld. Mountains
surround arpt. Cold temperature rstd arpt. Altitude correction required
at or blo -17C/1F. ACTIVATE MIRL Rwy 03-21, PAPI Rwy 03, and
REIL Rwy 03 and Rwy 31—CTAF.

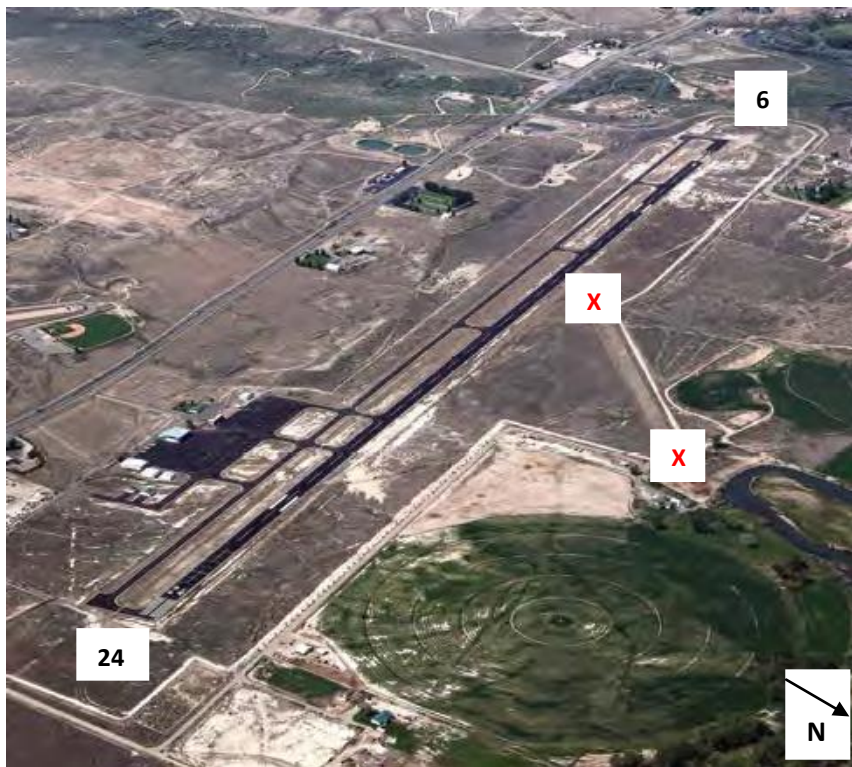
AIRPORT MANAGER: 970-878-5045

WEATHER DATA SOURCES: ASOS 135.525 (970) 878-5036.

COMMUNICATIONS: CTAF/UNICOM 122.8

DENVER CENTER APP/DEP CON 134.5
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.
(H) VORW/DME 115.2 EKR Chan 99 N40°04.05'
W107°55.50' 107° 2.1 NM to fld. 7630/15E.

RANGELY AIRPORT 4VO



RANGELY (4VO) 2 E UTC-7(-6DT) N40°05.64' W108°45.78'
5278 B **FUEL** 100LL NOTAM FILE DEN
RWY 06-24: H6409X75 (ASPH) S-28, D-28 MIRL 0.6% up NE.
RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 40'. Road. Rgt tfc.
RWY 24: REIL. Road.

AIRPORT REMARKS: Attended continuously. Self-svc fuel avbl with credit card. For svc call 970-675-2316. Minor emerg svcs upon req. Monitor 123.5 for trng ops at arpt. Three flashing haz bcns outline obst hills east. Rwy 06-24 shoulders soft when wet. Deer periodically on and invof arpt. +60 trees 2300' from Rwy 06. Rwy 06 has +8' fence line 520' from thld obst, +66' trees 2500' from thld 600' left of cntrl.

Rwy 24 has +10' fence line 615' from thld obst. Twy marked with blue reflectors. ACTIVATE MIRL Rwy 06–24 and REIL Rwy 06 and Rwy 24—CTAF. PAPI Rwy 06 opr continuously.

AIRPORT MANAGER: 970-675-2316

WEATHER DATA SOURCES: AWOS–3PT 119.025 (970) 675–2339.

COMMUNICATIONS: CTAF/UNICOM 122.8

RCO 122.650 (DENVER RADIO)

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

MEEKER (H) VORW/DME 115.2 EKR Chan 99 N40°04.05'

W107°55.50' 258° 38.6 NM to fld. 7630/15E.

KREMMLING McELROY FIELD 20V



KREMMLING MC ELROY AIRFIELD (20V) 1 E UTC–7(–6DT) N40°03.21' W106°22.14'

7415 B S2 FUEL 100LL, JET A NOTAM FILE 20V

RWY 09–27: H5536X75 (ASPH) S–46, D–68 MIRL 0.3% up E

RWY 09: REIL. PAPI(P2L)—GA 3.0° TCH 49'. Fence.

RWY 27: REIL. PAPI(P2L)—GA 3.0° TCH 49'. Mtn. Rgt tfc.

AIRPORT REMARKS: Attended 1500–0030Z±. 24 hr fuel svc—credit card.

Rwy 27 +8' wildlife fence parallel to rwy 270' left of centerline.

Mountain terrain surrounds arpt. ACTIVATE MIRL Rwy 09–27 and PAPI and REIL Rwy 09 and Rwy 27—CTAF. Overnrtg tiedown fee.

AIRPORT MANAGER: 970-725-3347

WEATHER DATA SOURCES: AWOS–3 118.425 (970) 724–9659.

COMMUNICATIONS: CTAF/UNICOM 122.8

KREMMLING RCO 122.3 (DENVER RADIO)

DENVER CENTER APP/DEP CON 128.65

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

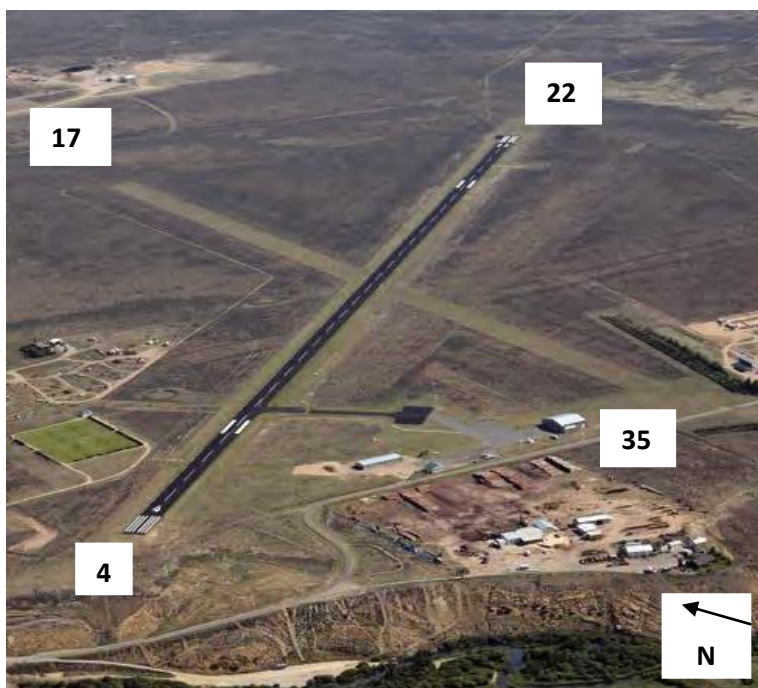
KREMMLING (H) VORW/DME 113.8 RLG Chan 85 N40°00.16'

W106°26.55' 034° 4.6 NM to fld. 9415/14E.

DME unusable:

285°–305° byd 34 NM blo 16,300'

Walden-Jackson County Airport 33V



WALDEN–JACKSON CO (33V) 1 NE UTC–7(–6DT) N40°45.02' W106°16.29'

8154 B **FUEL** 100LL, JET A NOTAM FILE DEN

RWY 04–22: H5900X75 (ASPH) S–25 MIRL

RWY 04: PAPI(P4L)—GA 3.0° TCH 35'.

RWY 22: PAPI(P4L)—GA 3.0° TCH 35'.

RWY 17–35: 4020X100 (TURF) 0.4% up S

RWY 17: Fence.

RWY 35: Road.

AIRPORT REMARKS: Attended on call. Phone 970–723–4660 or 970–723–4481 or 970–846–6971. Rwy 04 +20' p-line 660' from rwy end 750' left of extended centerline. Rwy 04 has –50' dropoff 450' from thld. Radio controlled model acft opr on arpt at SE corner. Occasional deer and antelope on rwys. Rwy 35 +4' fence at thld on centerline, tops of fence posts painted yellow. Rwy 17 35 marked with inoperable rwy edge lgts and orange cones. Rwy 22 number located 125' from pavement end. Restrooms avbl May Sep on arpt. ACTIVATE MIRL Rwy 04–22, PAPI Rwy 04 and Rwy 22 CTAF.

AIRPORT MANAGER: 970-723-4660

WEATHER DATA SOURCES: AWOS–3 118.625 (970) 723–4513.

COMMUNICATIONS: CTAF 122.9

DENVER CENTER APP/DEP CON 126.5

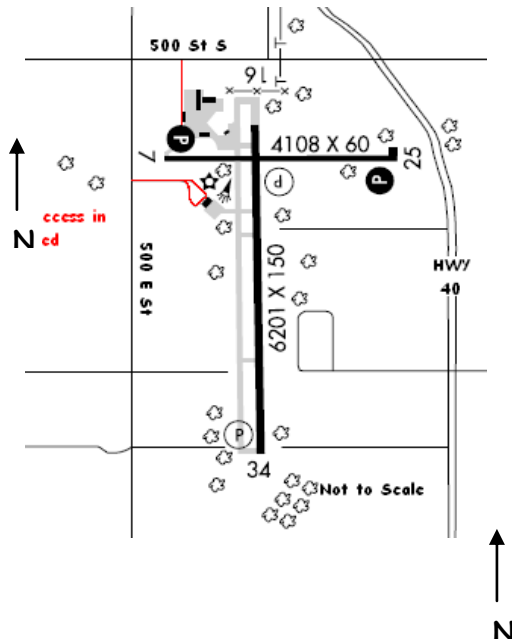
RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

KREMMLING (H) VORW/DME 113.8 RLG Chan 85 N40°00.16' W106°26.55' 356°
45.5 NM to fld. 9415/14E.

DME unusable:

285°–305° byd 34 NM blo 16,300'

VERNAL REGIONAL VEL



VERNAL RGNL (VEL)(KVEL) 1 SE UTC-7(-6DT) N40°26.46' W109°30.60'
5278 B S4 **FUEL** 100LL, JET A OX 1, 2 Class III, ARFF Index A NOTAM FILE VEL

RWY 16-34: H6201X150 (ASPH-PFC) S-45, D-55 MIRL

RWY 16: REIL. PAPI(P4L)—GA 3.0° TCH 54'. Pole.

RWY 34: REIL. PAPI(P4L)—GA 3.0° TCH 43'. Trees.

RWY 07-25: H4108X60 (ASPH) S-12.5 MIRL 1.1% up W

RWY 07: REIL. PAPI(P2L)—GA 3.0° TCH 24'. Tree.

RWY 25: REIL. PAPI(P2L)—GA 3.0° TCH 23'. Tree.

RUNWAY DECLARED DISTANCE INFORMATION

RWY 07: TORA-4108 TODA-4108 ASDA-4108 LDA-4108

RWY 16: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

RWY 25: TORA-4108 TODA-4108 ASDA-4108 LDA-4108

RWY 34: TORA-6201 TODA-6201 ASDA-6201 LDA-6201

AIRPORT REMARKS: Attended dawn–dusk. 24 hr PPR required for air carrier ops over 30 passenger seats ctc arpt manager 435–789–3400. Rwy 07–25 not avbl for air carrier use. ACTIVATE MIRL Rwys 07–25 and 16–34, REIL Rwys 07 and 25 and 16 and 34, and PAPI Rwys 07 and 25—CTAF.

AIRPORT MANAGER: 435-789-3400

WEATHER DATA SOURCES: ASOS 135.175 (435) 781–1224.

COMMUNICATIONS: CTAF/UNICOM 122.7

RCO 122.35 (CEDAR CITY RADIO)

AIRSPACE: CLASS E svc 1300–2100Z† & 2300–0300Z† Mon–Fri, 1300–2300Z† Sat, 1700–2100Z† & 2300–0300Z† Sun
other times CLASS G.

RADIO AIDS TO NAVIGATION: NOTAM FILE VEL.

(L) VORW/DME 108.2 VEL Chan 19 N40°22.74' W109°29.60' 333° 3.8 NM to fld. 5344/15E.

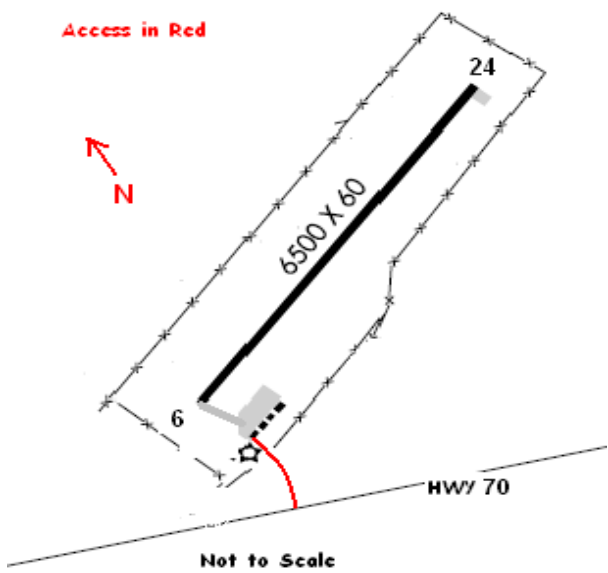
VOR portion unusable:

220°–260° byd 23 NM blo 15,000'

DME unusable:

070°–080° byd 30 NM blo 12,000'

DIXON AIRPORT DWX



DIXON (DWX)(KDWX) 2 E UTC-7(-6DT) N41°02.25' W107°29.55'

6549 B **FUEL** 100LL NOTAM FILE DWX

RWY 06-24: H7000X75 (ASPH) S-24.5 MIRL

RWY 06: REIL. PAPI(P2L)—GA 3.0° TCH 30'.

RWY 24: REIL. Fence.

AIRPORT REMARKS: Unattended. Fuel 24 hr credit card svc avbl. Wildlife on and in vicinity of arpt. 6' wildlife fence all around arpt with gated cattle guard entrances. Plus 500' terrain 9,700' from AER 24. Snow banks +4' along entire rwy winter months. ACTIVATE MIRL Rwy 06-24, REIL Rwy 06; Rwy 24 and PAPI Rwy 06—CTAF. Only avbl from SS to SR.

AIRPORT MANAGER: 307-380-8057

WEATHER DATA SOURCES: AWOS-3PT 119.425 (307) 383-2504.

COMMUNICATIONS: CTAF 122.9

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

HAYDEN (H) VORW/DME 115.6 CHE Chan 103 N40°31.20' W107°18.29' 331° 32.2 NM to fld. 7271/14E.

Rifle Airport/Garfield County Regional RIL



RIFLE GARFIELD CO RGNL (RIL)(KRIL) 3 E UTC-7(-6DT) N39°31.60' W107°43.68'
5537 B S4 **FUEL** 100LL, JET A OX 1, 4 NOTAM FILE RIL

RWY 08-26: H7000X100 (ASPH-GRVD) S-90, D-200, 2S-108,
2D-250 PCN 43 F/B/X/U HIRL 1.0% up E

RWY 08: REIL. PAPI(P4L)—GA 3.0° TCH 47'.

RWY 26: ODALS. PAPI(P4L)—GA 3.6° TCH 58'. Rgt t/c.

AIRPORT REMARKS: Attended continuously. Fuel avbl 24 hrs. 100LL self-svc with credit card. Jet A after hrs call 970-625-4833. After winter snow storms arpt opens before all twys are cleared. Cold temperature rstd arpt. Alt correction required at or blo -15°C/5°F. ACTIVATE HIRL Rwy 08-26, PAPI Rwy 08, Rwy 26 and REIL Rwy 08 and, ODALS Rwy 26—CTAF. User fee for acft 12,500 lbs or more. Overnight parking fee.

AIRPORT MANAGER: 970-625-1091

WEATHER DATA SOURCES: ASOS 135.275 (970) 625-2206.

COMMUNICATIONS: CTAF/UNICOM 122.8

RIFLE RCO 122.5 (DENVER RADIO)

DENVER CENTER APP/DEP CON 134.5

AIRSPACE: CLASS E

RADIO AIDS TO NAVIGATION: NOTAM FILE RIL.

RIFLE (L) VORW/DME 110.6 RIL Chan 43 N39°31.70' W107°43.18' at fld. 5516/10E.
VOR/DME unusable:

180°–220° byd 10 blo 16,000'

VOR unusable:

140°–160° byd 21 NM blo 15,000'

160°–175° byd 21 NM blo 17,500'

180°–230° byd 21 NM

240°–335° byd 21 NM blo 15,000'

335°–055° byd 21 NM blo 17,000'

DME unusable:

085°–135° byd 21 NM

135°–150° byd 21 NM blo 15,000'

150°–230° byd 21 NM

230°–260° byd 21 NM blo 15,000'

230°–260° byd 30 NM

260°–295° byd 15 NM blo 15,000'

260°–295° byd 21 NM

295°–335° byd 21 NM blo 15,000'

295°–335° byd 30 NM

340°–015° byd 15 NM blo 15,000'

340°–055° byd 21 NM

ILS/DME 110.9 I–RIL Chan 46 Rwy 26. Class IB.

Grand Junction Regional GJT



GRAND JUNCTION RGNL (GJT)(KGJT) 3 NE UTC-7(-6DT) N39°07.34' W108°31.60'
4858 B S4 FUEL 100LL, JET A OX 1 Class I, ARFF Index B NOTAM FILE GJT

RWY 11-29: H10501X150 (ASPH-GRVD) S-110, D-180, 2S-175,
2D-260 HIRL

RWY 11: MALSR. PAPI(P4L)—GA 3.0° TCH 30'. 0.4% up.

RWY 29: REIL. VASI(V4L)—GA 3.0° TCH 61'. 0.3% down.

RWY 04-22: H5502X75 (ASPH-GRVD) S-26, D-26 MIRL
1.3% up NE

RWY 04: REIL. PAPI(P4L)—GA 3.0° TCH 33'.

RWY 22: REIL.

AIRPORT REMARKS: Attended continuously. For fuel after hrs call 970-243-7500. Rwy 04-22 is CLOSED from 0500-1300Z±. Arpt ops number is 970-260-7164. Please call for any NOTAMS or concerns. During spring, migration of bird flocks on and in/ovf arpt. Noise abatement procedures in effect, ctc arpt manager for details at 970-244-9100. ARFF provided only during scheduled Part 121 air carrier ops except by PPR, call arpt manager for details at 970-244-9100. Liquid oxygen servicing avbl. Twy C1 clsd. Twy C1 and Twy C, 150' either side of the intersection of Twy C1 not visible from twr. Four helipads located on arpt. Touchdown rwy visual range avbl Rwy 11. After twr clsd ACTIVATE HIRL Rwy 11-29, MALSR Rwy 11 and twy lights, VASI Rwy 29—CTAF. Rwy 04 PAPI on continuously

only during twr hrs. Rwy 04 PAPI turned off all other times.

AIRPORT MANAGER: 970-244-9100

WEATHER DATA SOURCES: ASOS (970) 245-7881

COMMUNICATIONS: CTAF 118.1 ATIS 118.55 **UNICOM** 122.95

RCO 122.6 (DENVER RADIO)

® **DENVER APP/DEP CON** 119.7 (1300-0500Z±)

® **DENVER CENTER APP/DEP CON** 134.5 (0500-1300Z±)

TOWER 118.1 (1300-0500Z±) **GND CON** 121.7

VFR ADVSY SVC ctc TOWER

AIRSPACE: CLASS D svc 1300-0500Z±, other times CLASS E.

RADIO AIDS TO NAVIGATION: NOTAM FILE DEN.

(H) **VORW/DME** 112.4 JNC Chan 71 N39°03.57' W108°47.55' 058° 13.0 NM to fld. 7100/15E.

ILS/DME 110.3 I-GJT Chan 40 Rwy 11. Class IB.

LDA/DME 109.7 I-ACD Chan 34 Rwy 29.

COMM/NAV/WEATHER REMARKS: Emerg frequency 121.5 not avbl at twr.

JETTISON AREAS

At any time other than required by emergency, SEATS are not allowed to land loaded. The Craig Interagency Dispatch Center has identified 3 jettison areas for the Craig SEAT base.

Name: Mayberry fire scar

Distance/Bearing: CAG 297° 28nm

Lat/Long: 40° 47.8' x 107° 59.5'

Location: T10N R94W Sec 30 NWSE

Directions: NW of Craig

Special Considerations: Primary jettison area

Name: Chief fire scar

Distance/Bearing: CAG 229° 14.3nm

Lat/Long: 40° 23.1' x 107° 48.0'

Location: T5N R93W Sec 14 SWNE

Directions: SW of Craig

Special Considerations: Closest jettison area to Craig

Name: Mellen fire scar

Distance/Bearing: CAG 239° 68.4nm

Lat/Long: 40° 09.6' x 108° 57.0'

Location: T2N R103W Sec 10 SWNW

Directions: WSW of Craig

Special Considerations:

HELISPOTS/ LANDING ZONES

Several locations have been identified throughout the Zones that have been used previously for helispot locations. If you notice any discrepancies or any locations that would work for helispots please provide Dispatch with the following information so we can add it to our list.

NORTH ZONE:

Name: Axial Basin

Location: 40 19.0 x 107 48.0 [40 19 02.4 x 107 48 02.1]

Elevation: 6210ft

Land Status: Private

Directions: Roadway intersection of MCR #17 & MCR #51.

Special Considerations: Paved surface.

Name: Dobbins Spring

Locations: 40 22.28 x 108 30.32 [40 58 42.7 x 107 37 52]

Elevation:

Land Status: BLM [T5N R99W Sec 22SENW]

Directions:

Special Considerations: Big wide meadow. Turn around and parking not ideal for fuel truck. Long drive off main road. All Types of helicopters and multiple helicopters. Type 1 fuel truck may have issues.

Name: Four Mile Creek

Locations: 40 58.7 x 107 37.9 [40 58 42.7 x 107 37 52]

Elevation: 6580ft

Land Status: Private

Directions: North CO Hwy 13 at Four Mile county shop, near Wyoming border.

Special Considerations: Paved surface

Name: Freeman Campground

Location: 40 45.7 x 107 25.3 [40 45 42.4 x 107 25 18.2]

Elevation: 8820ft

Land Status: Forest Service

Directions: Freeman Campground near regulations sign (MCR #11).

Special Considerations: Surface is weeds.

Name: Goodman (NE side of road)

Location: 40 49.7 x 108 54.4 [40 49 41 x 108 54 23]

Elevation:

Land Status: BLM [T10N R102W Sec 18]

Directions: Off of HWY 318

Special Considerations: Type 2 will fit

Name: Goodman (SW side of road)

Location: 40 49.7 x 108 54.7 [40 49 42 x 108 54 42]

Elevation:

Land Status: BLM [T10N R102W Sec 18]

Directions: Off of HWY 318

Special Considerations: IA helispot. Dust abatement if used long term.

Name: Great Divide

Location: 40 47.0 x 107 49.2 [40 47 02.2 x 107 49 10.3]

Elevation: 6710ft

Land Status: Private

Directions: Clearing north of county shop at Great Divide (MCR #7 & MCR # 5).

Special Considerations: Surface is weeds.

Name: Irish Canyon

Location: 40 47.1 x 108 44.3 [40 47 06.0 x 108 44 16.0]

Elevation: 5840ft

Land Status: BLM/Public Lands

Directions: South end of Irish Canyon, field on east side of MCR #10N at MP 4.1.

Special Considerations: Surface is grass. Long term use will need dust abatement. Not large enough for Type 1.

Name: Ladore Hall (West side of Road)

Location: 40 47.5 x 108 53.0 [40 47 31 x 108 53 01]

Elevation:

Land Status: BLM (10N 102W Sec.29)

Directions: HWY 318 & CNTY RD 114 intersection

Special Considerations: Surface is grass/sage; right off road.

Name: Langley Draw

Location: 40 39.5 x 108 35.5 [40 39 31.5 x 108 35 28]

Elevation: 6350ft

Land Status: Private; Sombrero Ranch (Kevin Smith 970-269-3022)

Directions: Grassy area off east side MCR #12 at Hwy 318.

Special Considerations: Surface is weeds.

Name: Lost Park

Location: 40 47.7 x 107 17.2 [40 47 41.5 x 107 17 09.3]

Elevation: 8740ft

Land Status: Forest Service

Directions: Clearing across from Lost Park Forest Service Facility (Ranger Station) on Black Mountain, 10.5 miles past the forest boundary on Forest Road #110 (MFC #27).

Special Considerations: Surface is weeds.

Name: Maybell North

Location: 40 31.1 x 108 05.1 [40 31 04.7 x 108 05 08.6]

Elevation: 5720ft

Land Status: Private

Directions: North end of Maybell Park, behind restroom building.

Special Considerations: Grass surface.

Name: Maybell South

Location: 40 31.0 x 108 04.9 [40 31 00.4 x 108 04 56.8]

Elevation: 5720ft

Land Status: Private

Directions: Pasture across from Maybell School, south side of Hwy 40.

Special Considerations: Surface is weeds.

Name: Memorial Hospital

Location: 40 31.1 x 107 34.8 [40 31 06 x 107 34 50]

Elevation: 6316ft

Land Status: Private

Directions: North of the Emergency Room

Special Considerations: Paved surface

Name: Moffat Airport

Location: 40 29.6 x 107 31.6 [40 29 35.3 x 107 31 18.6]

Elevation: 5850ft

Directions: Moffat County Airport on Hwy 394 just south of Craig.

Special Considerations: Paved surface

Name: Powder Wash

Location: 40 57.1 x 108 18.5 [40 57 06.9 x 108 18 32.6]

Elevation: 6030ft

Land Status: BLM/Public

Directions: Roadway, MCR #4 at MCR #75, near the end of pavement on MCR #4.

Special Considerations: Paved surface.

Name: Price Creek

Location: 40 18.4 x 108 07.4 [40 18 24.4 x 108 07 21.8]

Elevation: 7320ft

Land Status: Private

Directions: Open area at intersection of MCR #57 & MCR #23.

Special Considerations: Surface is weeds.

Name: Simsberry Draw

Location: 40 35.9 x 108 19.5 [40 35 54.6 x 108 19 31.8]

Elevation: 5850ft

Land Status: Private

Directions: Hayfield on east side of MCR #21S, south of Hwy 318.

Special Considerations: Surface is weeds.

Name: Sugarloaf Butte

Location: 40 54.9 x 108 44.9 [40 54 55.9 x 108 44 53.8]

Elevation: 6940ft

Land Status: BLM/Public Lands

Directions: Hayfield north of Irish Canyon on MRC #10N, at MP 15.3. Gate located on sharp left hand curve as you travel north on MCR #10N.

Special Considerations: Surface is weeds.

Name: Three Springs Draw

Location: 40 16.7 x 108 33.6 [40 16 41.6 x 108 33 34.2]

Elevation: 5840ft

Land Status: State Land

Directions: Hwy 40, wide area in roadway at MCR #16.

Special Considerations: Paved surface.

Name: Thornburg

Location: 40 30.7 x 108 07.2 [40 30 42 x 108 07 12]

Elevation: 6300ft

Land Status: BLM/Public

Directions: One mile West of Maybell on Highway 40. The site is located on the NW side of the road with a BLM Trail sign at the turn off. Turn off highway, go through a cattle guard and proceed 200 yards to open area.

Special Considerations: Area is wide open with plenty of parking/staging and room for fueling operations.

Name: Twelve-mile Mesa

Location: 40 22.4 x 108 22.7 [40 22 25.4 x 108 22 39.2]

Elevation: 6910ft

Land Status: Private

Directions: Wide parking area on Hwy 40 at MP 41.

Special Considerations: Paved surface.

Name: Wilderness Ranch

Location: 40 52.1 x 107 26.1 [40 52 06.9 x 107 26 06.5]

Elevation: 8150ft

Land Status: Private

Directions: Clearing at MP 9 on MCR #38.

Special Considerations: Surface is weeds.

DINOSAUR NM:

NOTE: For all helispot use in Dinosaur National Monument, contact the DINOSAUR FMO to establish traffic control.

Name: Canyon Overlook

Location: 40 27 05 x 109 00 55

Elevation: 7914ft

Land Status: NPS

Directions:

Special Considerations: Active public overlook. Traffic Control Required. Grass/Rock surface.

Name: Deer Lodge Park

Location: 40 26.7 x 108 31.0 [40 26 39.2 x 108 31 02.2]

Elevation: 5850ft

Land Status: NPS

Directions: Wide area on NPS road at Deerlodge Park Campground.

Special Considerations: Paved surface.

Name: Deer Lodge Ranger Station

Location: 40 26.8 x 108 30.7 [40 26 46 x 108 30 42]

Elevation: 5626ft

Land Status: NPS

Directions:

Special Considerations: Traffic Control is necessary. Grass surface.

Name: Dinosaur East

Location: 40 14.6 x 109 02.2 [40 14 34.5 x 109 02 12.7]

Elevation: 5850ft

Land Status: National Park

Directions: Hwy 40, ¼ mile west of the entrance to Dinosaur National Monument.

Special Considerations: Paved surface.

Name: Dinosaur West

Location: 40 15.8 x 109 02.2 [40 15 49.5 x 109 02 12.7]

Elevation: 5900ft

Land Status: Private

Directions: Hwy 40 at MP 1 near Utah state line.

Special Considerations: Paved surface.

Name: Disappointment

Location: 40 23.0 x 108 34.3 [40 23 00 x 108 34 20]

Elevation: 6900ft

Land Status: BLM

Directions: Nine miles out the Bear Valley Road (Moffat County Rd. 14) off of Hwy 40. Approximately 200 ft. off the right side of the road. A short 2-track goes to the spot.

Special Considerations:

Name: Dugway Overlook

Location: 40 27.1 x 109 00.9 [40 28 21 x 109 05 48]

Elevation: 7606ft

Land Status: NPS

Directions:

Special Considerations: Active public overlook. Traffic Control Required. Asphalt/Gravel surface.

Name: Echo Park Overlook

Location: 40 30.8 x 109 02.0 [40 30 51 x 109 02 01]

Elevation: 7673ft

Land Status: NPS

Directions:

Special Considerations: Active public overlook. Traffic Control Required. Asphalt surface.

Name: Echo Park Ranger Station

Location: 40 31.2 x 108 59.4 [40 31 12 x 108 59 26]

Elevation: 5079ft

Land Status: NPS

Directions:

Special Considerations: Possible strong canyon winds. Active campground. Grass Surface.

Name: Escalante Overlook

Location: 40 19.5 x 108 56.7 [40 19 31 x 108 56 45]

Elevation: 5645ft

Land Status: NPS

Directions:

Special Considerations: Active public overlook. Traffic Control Required. Asphalt surface.

Name: Gates of Lodore

Location: 40 43.5 x 108 53.2 [40 43 30.8 x 108 53 13.4]

Elevation: 5210ft

Land Status: NPS

Directions: Hwy 318 to MCR #34N at Browns Park School, south on MCR #34N, west of MCR #34 to campground.

Special Considerations: Grassy area in lower part of campground. Surface is weeds.

Name: Harpers Corner Overlook

Location: 40 31.5 x 109 01.2 [40 31 27 x 109 01 10]

Elevation: 7591ft

Land Status: NPS

Directions:

Special Considerations: Active public use area. Traffic Control Required. Asphalt surface.

Name: Iron Springs Bench Overlook

Location: 40 29.4 x 109 04.2 [40 29 24 x 109 04 13]

Elevation: 7623ft

Land Status: NPS

Directions:

Special Considerations: Active public overlook. Traffic Control Required. Asphalt surface.

Name: Island Park Overlook

Location: 40 29.2 x 109 05.6 [40 29 10 x 109 05 37]

Elevation: 7528ft

Land Status: NPS

Directions:

Special Considerations: Active public overlook. Traffic Control Required. Asphalt/Gravel surface.

Name: Ladore Ranger Station

Location: 40 43.6 x 108 53.2 [40 43 36 x 108 53 11]

Elevation: 5347ft

Land Status: NPS

Directions:

Special Considerations: Grass surface

Name: Park HQ

Location: 40 14.6 x 108 58.4 [40 14 36 x 108 58 21]

Elevation: 5881ft

Land Status: NPS

Directions: Located at the Dinosaur NM Headquarters.

Special Considerations: Heavy public use, US Hwy 40 to the immediate south. Dust abatement may not be possible. Grass surface

Name: Quarry Visitor Center (Utah)

Location: 40 26.4 x 109 18.0 [40 26 25 x 109 17 59]

Elevation: 4994ft

Land Status: NPS

Directions:

Special Considerations: Heavy Equipment in area. Dust abatement maybe needed. Asphalt surface.

SOUTH ZONE:

Name: Crossroads

Location: 40 03.3 x 108 18.0 [40 03 20.6 x 108 17 57.4] Intersection of CR 20, CR 83, CR 88

Elevation: 6259ft

Land Status: BLM [T1N R97 Sec 17 SW/NE]

Directions:

Special Considerations: Heavy truck traffic. Pictures located in Appendix

Name: Pitcher's Mound

Location: 39 55.2 x 108 21.2 [39 55 11 x 108 21 12] Off CR 83, Near the Intersection of CR 83 and CR 31

Elevation: 6791ft

Land Status: BLM [T 1S R98W Sec 35 NE/SE]

Directions:

Special Considerations: Pictures located in Appendix

Name: Rio Blanco Lake

Location: 40 05.1 x 108 12.1 [40 05 05.3 x 108 12 06.9] Off Hwy 64

Elevation:

Land Status: Division of Wildlife

Directions:

Special Considerations: Do not dip out of the lake, use the river.

ROUTT ZONE: Steamboat Springs, Rabbit Ears and Seed House

Name: Buffalo Park

Location: 40 14.0 x 106 36.1 [40 13 58 x 106 36 04]

Elevation: 9220ft

Land Status: USFS

Directions: Intersection of US 40 & FS 131

Special Considerations: LZ is NE of intersection.

Name: Coulten Creek

Location: 40 45.6 x 106 53.8 [40 45 35.9 x 106 53 48.8]

Elevation: 8331ft

Land Status: USFS

Directions: FS Road 429, ½ mi south of the junction of FS Road 1176

Special Considerations: Must post road guards. Can accommodate Type 2 or 3 helicopter.

Name: Coyote Park

Location: 40 46.5 x 106 45.6 [40 46 27 x 106 45 36]

Elevation: 8070ft

Land Status: USFS

Directions: Intersection of FS 400 & FS 443

Special Considerations: Must post road guards. LZ is SE of intersection.

Name: Floyd

Location: 40 44.0 x 106 50.5 [40 43 59 x 106 50 31]

Elevation: 8087ft

Land Status: USFS

Directions: Large meadow past the Intersection of FS 440 x FS 442.

Special Considerations: Previously used as a Type 1 Helibase.

Name: Hinman

Location: 40 45.5 x 106 48.8 [40 45 28 x 106 48 47]

Elevation: 7700ft

Land Status: USFS

Directions: Intersection of FS 400 & FS 430

Special Considerations: LZ is NE of intersection.

Name: Muddy Creek

Location: 40 23.2 x 106 37.5 [40 23 11 x 106 37 28]

Elevation: 9506ft

Land Status: USFS

Directions: Intersection of Hwy 40 & FS 100

Special Considerations: LZ is SE of intersection.

Yampa, Dunkley, Bear River, Green Ridge, Gore

Name: Bear River Admin Site

Location: 40 03.4 x 017 01.6 [40 03 24 x 107 01 36]

Elevation: 9296ft

Land Status: USFS

Directions: North side of FDR #900, 1.5 miles east of Yamcolo dam.

Special Considerations: Good access, approximately 2 acres in size with good approach and departure lanes. Gated access could allow for a secure area with minimal effort.

Name: Dunkley Pass

Location: 40 11.2 x 107 06.4 [40 11 11 x 107 06 24]

Elevation: 9034ft

Land Status: USFS

Directions: Northeast side of FDR #16, approximately 1 mile east of Dunkley Pass.

Special Considerations: Road guards required along FDR #16, very large meadow.

Name: Gardner Park

Location: 40 02.3 x 107 01.0 [40 02 17 x 107 00 59]

Elevation: 9882ft

Land Status: USFS

Directions: Intersection of FS #915 and 915.1D

Special Considerations: Southwest of intersection, very large area capable of supporting a large operation.

Name: Lynx Pass

Location: 40 05.1 x 106 40.1 [40 05 06 x 106 40 05]

Elevation: 8824ft

Land Status: USFS

Directions: East side of FDR #270, approximately 1 mile north of CO Hwy 134.

Special Considerations: Previously used as a Type 1 Helibase.

Name: Pyramid

Location: 40 09.1 x 107 13.5 [40 09 08 x 107 13 29]

Elevation: 8419ft

Land Status: USFS

Directions: Located in the pasture behind Pyramid Guard Station.

Special Considerations: Previously brush hogged pasture. Facilities on site are capable of supporting a very large operation.

Name: Southern Green Ridge

Location: 40 06.2 x 106 48.2 [40 06 11 x 106 48 13]

Elevation: 9271ft

Land Status: USFS

Directions: West side of FDR #285, approximately 2 miles north of forest boundary.

Special Considerations: Good for a small ship doing bucket work, pond on site. May need road guards depending on time of year.

Name: South Red Dirt

Location: 40 08.8 x 106 32.9 [40 08 47 x 106 32 54]

Elevation: 9143ft

Land Status: USFS

Directions: Northeast side of FDR #100, approximately 2 miles southeast of Red Dirt reservoir.

Special Considerations: Old gravel pit which is now a trailhead parking lot. Vertical take-offs required for larger aircraft.

DIPSITES

NORTH ZONE:

Name: Fishing Pier

Location: 40 50 x 108 59.3

Elevation:

Land Status: BPR

Directions: T10N R103W Sec 16

Special Considerations: Need to provide a dipsite manager

Name: Burton's Pond

Location: 40 34.8 x 108 39.0

Elevation:

Land Status: PVT

Directions: T7N R100W Sec 8 NWNE

Special Considerations: Will need prior approval to use.

Name: Greystone Tank

Location: 40 37.4 x 108 40.5

Elevation:

Land Status: BLM

Directions: T8N R100W Sec 30 NENW

Special Considerations: Will need to set up a port-a-tank

Name: Sager/Welter Draw

Location: 40 37.1 x 108 37.5

Elevation:

Land Status: BLM

Directions: T8N R100W Sec 27 SWNW

Special Considerations:

SOUTH ZONE:

Name: BNM Pond

Location: 39 50.9 x 108 15.1 (T2S R97W Sec. 26 SENW)

Elevation: 6245ft

Land Status: PVT (XTO Oil/Gas; Dave Bowers 970-755-0091)

Directions: RBX CR 5 MM21

Special Considerations: Lined 1/2million gallon pond, 9.5' deep (dip at least 50ft from bank); Engines can also draft, pumps set up on North end of pond.

Name: Loves Ranch

Location: Estimated 39 52.8 x 108 17.4 (T2S R97W Sec. 16 NENW)

Elevation:

Land Status: PVT (XTO Oil/Gas; Dave Bowers 970-755-0091)

Directions: RBX CR 5 MM24

Special Considerations: Engines can draft, pump set up.

Name: Willow Creek

Location: 39 47.3 x 108 15.1

Elevation:

Land Status: PVT (XTO Oil/Gas; Dave Bowers 970-755-0091)

Directions: RBX CR 5 to BLM Rd 1011

Special Considerations: Natural Spring, 3-4' deep with vegetation covering

FIRE TRAFFIC AREA

Fire Traffic Area (FTA) 01 May 2013

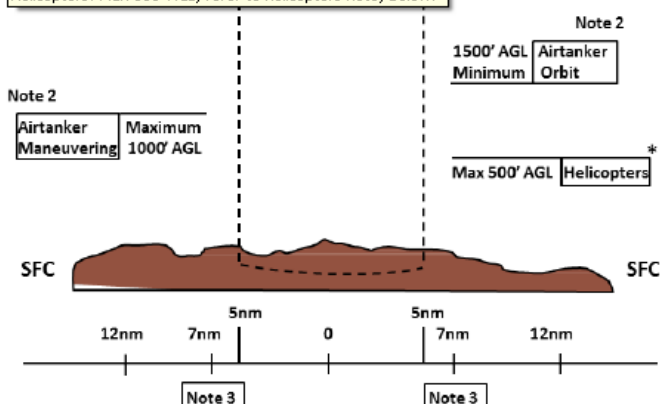
***** Clearance is required to enter the FTA *****

Initial Radio Contact: 12 nm on assigned air tactical frequency.

No Radio Contact: Hold a minimum of 7 nm from the incident.

Note: Airtanker maneuvering altitude determines minimum airtanker and ATGS orbit altitudes. Assigned altitudes may be higher and will be stated as MSL.

Diagram of fire traffic area, as described above and below.
 ATGS orbit: minimum 2500' AGL, refer to note 1, below.
 Media VFR, refer to media note, below.
 Airtanker orbit: minimum 1500' AGL, refer to note 2, below.
 Airtanker maneuvering: maximum 1000' AGL, refer to note 2, below.
 Helicopters: Max 500' AGL, refer to helicopters note, below.



Note 1: 1000' min. separation between ATGS orbit and airtanker orbit altitude.

Note 2: 500' min. separation between airtanker orbit and maneuvering altitude.

Note 3: On arrival reduce speed to cross 7 nm at assigned altitude and 150 KIAS or less.

*** Helicopters:** Fly assigned altitudes and routes.

*** Media:** Maintain VFR separation above highest incident aircraft or position and altitude as assigned by controlling aircraft.

Airtanker Base As Assigned	Air Guard 168.625 Tx Tone 110.9	Air To Air As Assigned	National Flight Following 168.650 Tone 110.9 TX and RX
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National Interagency Airspace: <http://airspacecoordination.org>

AIRSPACE

For information on airspace safety, go to <http://airspacecoordination.org> The Interagency Airspace Coordination website is dedicated to airspace issues involving the Forest Service and BLM.

The Federal Aviation Administration website allows you to find a list of all TFR information and TFR maps, 7 days a week during fire season. The TFR website can be found at: http://tfr.faa.gov/tfr_map_ims/html/index.html

Other miscellaneous information can be found on the Craig Interagency Dispatch Center's webpage under the Aviation link. The CRC webpage can be found at: http://gacc.nifc.gov/rmcc/dispatch_centers/r2crc/dispatch/Aviation.htm

WEATHER/TOPOGRAPHY

Weather and topography vary greatly over the seven million acres of fire protection zone within CRC. The west end of the unit is characterized as a semi-arid plateau with gently rolling terrain to deeply bisected topography. As you move to the east, the land-form rises dramatically through several climate zones up to and including alpine and tundra zones. Major fuel types include desert salt brush, sage community, pinion/juniper woodlands, mountain brush, ponderosa, lodgepole pine, spruce/fir, alpine fir and tundra. Elevations range from 4000 ft. to over 12,000 ft. at the Continental Divide.

Three major summer weather features influence fire behavior in Northwest Colorado: monsoons, northern cold fronts and subsidence inversions. The annual presence of the monsoon flow creates both the source of fire ignition as well as the moisture that limits fire activity. The monsoons begin in late May or early June and produce isolated occurrence of thunderstorms and associated fire starts. The height of the monsoons set up around the Fourth of July with numerous daily thunderstorms, many of those storms produce little if any moisture at the lower elevations. The monsoonal influence usually abates in early August, as does the number of wildfires. With the abatement of the monsoons in August, the fuels at all elevations peak in terms of curing. It is at this point and through the fall that the higher elevation areas have the greatest probability for large fires.

The second weather features of influence are the northern cold fronts that usually clip the northern half of the fire zone. The majority of the large fires at all elevations within the zone occur with the passage of northern cold fronts. Fire activity is often accelerated by the winds associated with the frontal passage.

The third weather feature is the occurrence of subsidence inversions that set up over the inter-mountain/Great Basin area. This event usually first occurs in June and marks the transition from spring to summer weather patterns. Rapid curing of annual grasses and drying of large dead and down fuels takes place at this time and sets the stage for the lightning events of the monsoons and cold fronts that follow. This weather phenomena may occur throughout the summer and early fall and is often followed by lightning events starting fires in very dry fuels.

HAZARDS

There are several high tension power lines in the area and two power plants (Hayden and Craig) with tall cooling towers associated with them. Numerous oil rigs are scattered throughout the area which are relocated regularly. With the influx of oil and gas activity there is more aircraft, mainly helicopters associated with this activity, flying in the area. You must be very diligent in “See and Avoid” strategy.

There are no MTRs, SUAs, or any other military operations within our Dispatch area, however military aircraft do pass through at low levels and have in the past checked out smoke columns.

Events such as hang gliding, hot air balloons, gliders, and presidential/vice presidential visits typically take place throughout the fire season. A hazard map is available in dispatch and you are encouraged to get a copy to take with you.

High winds and turbulence are frequently encountered over and around mountainous regions. It is important to remember that wind shear can affect any flight and any pilot at any altitude. While wind shear may be reported, it often remains undetected and is a silent danger to aviation. Always be alert to the possibility of wind shear, especially when flying in and around thunderstorms and frontal systems.

In our dispatch area of operation the most severe type of low-level wind shear you may encounter is associated with convective precipitation in the form of microbursts from thunderstorms. The Harpers Corner road, leading from US Highway 40 into Dinosaur National Monument, is a south to north running ridge that lies somewhat perpendicular to the predominant winds in this area. Strong wind gusts can materialize without any visual warning near dip sites along this road.

Unexploded Ordinances (UXO) can be found in the southern Sandwash area (T8N R98W Sec. 8-11 & 14-17) and the SW corner of Cedar Mountain (T7N R91W Sec. 16).

MMA (Multi-Mission Aircraft)

Colorado Division of Fire Prevention and Control (CDFPC) has acquired 2 Pilatus PC-12 airplanes that are capable of infrared and color sensing. The purpose of the aircraft is to provide near real time information to ground forces and managers during initial attack on wildfires. The MMA usually works above 20,000ft AGL but can be ordered through the county, Incident Commanders, or Fire Managers to assist with fire intelligence.

Ordering procedures for the MMA follows the same basic dispatch procedures; Incident Commander or Fire Manager will order the aircraft through CRC and CRC will send an order through the channels.

For more information on the Multi-Mission Aircraft go to: <http://dfs.state.co.us/programs-2/mma>

UAS (Unmanned Aircraft Systems)

UAS's have become a popular topic and have raised concerns in how to deal with these aircraft. The BLM issued an Informational Bulletin (No. FA IB-2015-014) on April 4, 2015 which states, "...Employees are not authorized to use personally owned UAS for any agency work..." and "All UAS are considered aircraft by the FAA and DOI. All aircraft and pilots utilized for Agency benefit must be approved by OAS..."

Further Information can be found in the National Aviation Plan, Section 3.16 and 5.29 and in the 2015 Interagency Standards for Fire and Fire Aviation Operations, Chapter 16 pgs. 16-23 through 16-25.

COMMUNICATIONS

CONTACT DISPATCH FOR FREQUENICES

LOGISTICS

Restaurants

	SL	B	L	D	Phone #		SL	B	L	D	Phone #
CRAIG						STEAMBOAT/CLARK					
Carelli's Italian			*	*	824-6868	Backcountry Provisions		*	*	*	879-3617
Castle Ranch Steakhouse			*	*	824-4000	Beau Jo's Mtn Bistro			*	*	870-6401
City Market	*				824-6515	Blue Sage Pizza			*	*	870-8600
Cool Water Grille		*	*		824-1756	City Market (grocery)	*	*	*	*	879-9922
Domino's			*	*	824-4855	Clark Store	*				879-3849
Fiesta Jalisco			*	*	826-0500	Cottonwood Grill			*	*	879-2229
French Bistro	*	*	*	*	620-2500						
Galaxy Chinese			*	*	824-8164	Cugino's			*	*	879-5805
Gino's	*	*	*	*	824-6323	Domino's			*	*	879-4811
JW Snacks			*	*	824-0468	Double Z BBQ			*	*	
Los Jilbertos		*	*	*	824-9572	Egg & I		*	*		871-4633
Ocean Pearl Chinese			*	*	824-8888	Freshies	*	*	*		879-8099
OP Bar & Grill	*	*	*	*	824-8918	Harwig's Grill				*	879-1919
Pizza Hut			*	*	824-6531	Johnny B Good's		*	*	*	870-8400
Subway	*	*	*	*	824-2900	Mazzola's Italian				*	879-2405
Tin Cup (golf course)			*	*	824-3764	Old Town Pub			*	*	879-2102
Vallartas			*	*	824-9812	Panda Garden			*	*	367-4858
VFW			*	*	824-7145	Rex's		*			870-0438
Village Inn		*	*	*	824-9600	Rio Grande Mexican			*	*	871-6277
						Safeway (grocery)	*	*	*	*	879-3766
MAYBELL						Steamboat Smokehouse				*	879-7427
Massadona Steakhouse			*	*	374-2324	Subway	*	*	*	*	879-0202
Net's	*	*	*	*	272-3500	The Shack		*	*		879-9975
						Winona's		*	*		879-2483
DINOSAUR						KREMLING					
B & B		*	*	*	374-2744	Jilly's			*	*	724-1137
RANGELY						Los Amigos			*	*	724-9243
El Agave			*	*	675-8870	Mercantile Deli	*	*	*	*	724-8979
Giovanni's			*	*	675-2670	Moose Cafe		*	*	*	724-9987
Jade Lion			*	*	675-5888	Mt Dragon Chinese			*	*	724-1228
Los Tres Potrillos			*	*	675-8870	Quarter Circle			*	*	724-9601
Park Street Grill			*	*	675-4590	Rocky Mtn Bar & Grill			*	*	724-9219
Subway	*	*	*	*	675-5038	Subway	*	*	*	*	724-9578
White River Market	*	*	*	*	675-2554	WALDEN					
MEEKER						Four Winds Pizza			*	*	723-8668
California Wok (take out)			*	*	878-3216	Moose Creek Café		*	*	*	723-8272
Clarks Burgers			*	*	878-3240	Paradise Lanes	*		*	*	723-8616
Holidays Bar & Grill			*	*	878-0900	River Rock	*	*	*	*	723-4670
Ma Famiglia			*	*	878-4141	YAMPA					
Meeker Café		*	*	*	878-5062	Antlers Café & Bar		*	*	*	638-4555
Mexican House			*	*	878-5535	Penny's Diner	*	*	*	*	638-1000
Pizza Hut			*	*	878-4070						
Smokin 101			*	*	878-9966						
Watt's Market (grocery)	*	*	*	*	878-5868						
HAYDEN											
Wolf Mountain Pizza			*	*	276-1337						

*SL – Sack Lunch

*D – Double Sack Lunch

MOTELS/HOTELS

NAME	TELEPHONE*	PER DIEM RATE** Not including tax	PHYSICAL ADDRESS
CRAIG			
Hampton Inn & Suites	826-9900	\$89.00	377 Cedar Court
Candlewood Suites	824-8400	\$89.00	92 Commerce St.
Clarion Inn & Suites	824-4000	\$89.00	300 S HWY 13
Elk Run Inn	826-4444	\$89.00	627 W. Victory Way
Colorado Inn	824-3274	\$89.00	205 E Victory Way
Best Western Deer Park	824-9282	\$89.00	262 Commerce St
Bear Valley Inn	824-8101	\$89.00	755 E. Victory Way
Super 8	824-3471	\$89.00	200 HWY 13
Traveler Inn	824-7066	\$89.00	2690 HWY 40
Trav-O-Tel	824-8171	\$89.00	224 E Victory Way
Valley Vista Inn	620-4560	\$89.00	2855 W. Victory Way
Westward Hotel	824-3413	\$89.00	517 E Victory Way
RANGELY			
Budget Host Motel	675-8461	\$89.00	117 S Grand Ave.
Blue Mountain Inn and Suites	675-8888	\$89.00	37 Park St.
MEEKER			
Rambell Inn	878-5483	\$89.00	
Elk Mountain Inn	878-3656	\$89.00	723 E. Market
White River Inn	878-5031	\$89.00	219 E. Market
Blue Spruce Inn	878-0777	\$89.00	488 Market
STEAMBOAT SPRINGS		JUN-SEP	
Bunkhouse Lodge	871-9121	\$104.00	3155 S Lincoln
Quality Inn	879-6669	\$104.00	1055 Walton Cr.
La Quinta	871-1219	\$104.60	3155 Ingles Lane
Fairfield Inn	870-9000	\$104.00	3200 S Lincoln
Hampton Inn	871-8900	\$104.00	725 S Lincoln
Holiday Inn	879-2250	\$104.00	3190 S Lincoln
Ptarmagin Inn	879-1730	\$104.00	2304 Aspres Ski
Rabbit Ears Motel	879-1150	\$104.00	201 Lincoln
Steamboat Hotel	879-5230	\$104.00	3195 S Lincoln
WALDEN			
Chedsey Hotel	723-8201	\$89.00	537 Main
North Park Inn & Suites	723-4271	\$89.00	625 Main
KREMMLING			
Allington Inn & Suites	724-9924	\$89.00	215 W. Central e
Super 8 Motel	724-9620	\$89.00	113 N 6 th St.
YAMPA			
Oak Tree Inn	638-1000	\$89.00	98 Moffat Ave.

* NOTE * All motel numbers have a area code of (970)

VEHICLE SERVICES

****This list is not all-inclusive, also check the phone book****

Company	Phone	Tires	Parts	Engine Service	Towing Capabilities: Light (standard pickups) Medium (T6 Engines) Heavy (T4 Engines)
CRAIG					
A&E Tire Inc.	824-0217	*			
Arrowhead	824-4163	*		*	Light & Medium; Tow to shop only.
Chapman Automotive	824-4912	*		*	
Craig Ford Mercury	824-9441		*	*	Light & Medium; Gordon (Wrecker Driver) cell: 326-8876 Home: 824-8418 (24hr number)
Checker Auto Parts	824-7333		*		
Cook Chevrolet	824-2100		*	*	Light & Medium; Gordon (Wrecker Driver) cell: 326-8876 Home: 824-8418 (24hr number)
NAPA (T&H Parts)	824-3284	*			
Interstate Batteries	826-2613		*		
Northwest Diesel	824-7742			*	Heavy only
TDS Tire Service	824-7094	*			
Victory Motors	824-4422		*	*	
Big O Tires	824-2446	*			
HAYDEN					
Alpine Towing	819-8185				Light & Medium
Bear Valley Towing and Repair	276-7252			*	Light & Medium
NAPA Auto Parts	276-3726		*		
KREMMLING					
West End Rentals	724-9006	*			
Renegade Off Road	724-0595	*		*	Light; Possible to wench Medium duty
Tri-River Building Supply	724-9325		*		
MEEKER					
McGuire's Parts City Vendor	878-9855		*		
NAPA	878-3651		*		
Valley Repair	878-3316	*		*	Light, Medium & Heavy; Roadside mechanic
Jason's Automotive	878-3700	*		*	
RANGELY					
Rangely Conoco	675-2500	*	*	*	Light & Medium
NAPA	675-5051		*		
STEAMBOAT SPRINGS					
American Towing	879-1179				Light, Medium & Heavy; Flatbed trailers
Exclusive Towing	846-7452				Light, Medium & Heavy; Flatbed trailers, Wench trucks for Light, Medium & Heavy
Gramma's Towing	879-1179	*	*		Light, Medium & Heavy; Trailer for hauling heavy equipment. Roadside service
Routt County Auto Parts & Supply (NAPA)	879-0909		*		
Steamboat Motors	879-8880			*	
Sunshine Mtn. Towing	879-1210				Light & Medium
TDS Tire Service	879-4225	*			
WALDEN					
NAPA-Jacks Auto Parts	723-8256	*	*	*	
Texan's Tune Up	723-4608			*	

EMERGENCY PROCEDURES

Upon notification of a medical emergency follow these steps:

1. Immediately make it known in dispatch that there is an emergency and ask for help
2. As soon as possible – notify the supervisor/duty officer. If they are not immediately available **DO NOT** delay following thru with these procedures!
3. Simulcast over the radio “All units clear radio traffic and standby, we have a medical emergency.”
4. If you are handling the radio traffic, have another person there to document, and document everything.
5. Gather information from the reporting party on the nature of the injury(s) and patient(s) history.
 - number of patient(s)
 - location of patient(s)
 - type or extent of injuries
 - Vitals
 - Time of injury
 - Type of medical personnel on scene
 - Age and gender

DO NOT SAY THE PATIENT’S NAME OVER THE RADIO!

6. Gather information on:
 - Road access for ground ambulance
 - Possible helispot location
 - Emergency point of contact
7. **Dial 9-1-1**
8. If there is a question in your mind whether it should be a ground ambulance or a Life Flight ambulance – request a Life Flight ambulance!
9. Maintain contact with ground personnel for updates.
10. Maintain contact with emergency dispatch personnel to stay current on ETA’s or any changes.
11. Keep supervisor/duty officer informed.
12. Once the emergency is over, clear the radio for other traffic.

NOTE: EMS helicopters do not usually carry extrication equipment nor are the EMS personnel always trained in these procedures. If extraction capabilities are needed, order them immediately.

[SEE FOLLOWING PAGES FOR MORE EMERGENCY INFORMATION](#)

MEDICAL INCIDENT SIZE UP CARD

Use items one through nine to communicate situation to communications/dispatch

1. CONTACT COMMUNICATIONS DISPATCH

Ex: "Communications, DIV Alpha Stand-by for Priority Medical Incident Report." (If life threatening request designated frequency be cleared for emergency traffic.)

2. INCIDENT STATUS: Provide incident summary and command structure

Nature of Injury/Illness		Describe the injury (Ex: Broken leg with bleeding)
Incident Name:		Geographic Name + "Medical" (Ex: Trout Meadow Medical)
Incident Commander		Name of IC
Patient Care:		Name of Care Provider (Ex: EMT Smith)

3. INITIAL PATIENT ASSESSMENT: Complete this section for each patient. This is only a brief, initial assessment. Provide additional patient info after completing this 9 Line Report.

Number of Patients	Male/Female	Age:	Weight:
Conscious? <input type="checkbox"/> Yes	<input type="checkbox"/> No = MEDEVAC!		
Breathing? <input type="checkbox"/> Yes	<input type="checkbox"/> No = MEDEVAC!		
Mechanism of Injury: What caused the injury?			
Lat/Long. (Datum WGS84) Ex: N 40 42.45' x W 123 03.24'			

4. SEVERITY OF EMERGENCY, TRANSPORT PRIORITY

SEVERITY	TRANSPORT PRIORITY
<input type="checkbox"/> URGENT-RED Life threatening injury or illness. Ex: Unconscious, difficult breathing bleeding severely, 2°-3° burns more than 4 palm sizes, heat stroke, disoriented	<input type="checkbox"/> Ambulance or MEDEVAC helicopter. Evacuation need is IMMEDIATE .
<input type="checkbox"/> PRIORITY-YELLOW Serious injury or illness. Ex: Significant trauma, not able to walk, 2°-3° burns not more than 1-2 palm sizes	<input type="checkbox"/> Ambulance or consider air transport if at remote location. Evacuation may be DELAYED
<input type="checkbox"/> ROUTINE-GREEN Not a life threatening injury or illness Ex: Sprains, strains, minor heat-related illness	<input type="checkbox"/> Non-Emergency. Evacuation considered Routine or Convenience

5. TRANSPORT PLAN:

Air Transport: (Agency Aircraft Preferred)			
<input type="checkbox"/> Helispot	<input type="checkbox"/> Short-haul/Hoist	<input type="checkbox"/> Life Flight	<input type="checkbox"/> Other
Ground Transport:			
<input type="checkbox"/> Self-Extract	<input type="checkbox"/> Carry-Out	<input type="checkbox"/> Ambulance	<input type="checkbox"/> Other

6. ADDITIONAL RESOURCE/EQUIPMENT NEEDS

<input type="checkbox"/> Paramedics/EMT(s)	<input type="checkbox"/> Crew(s)	<input type="checkbox"/> SKED/Backboard/C-Collar
<input type="checkbox"/> Burn Sheet(s)	<input type="checkbox"/> Oxygen	<input type="checkbox"/> Trauma Bag
<input type="checkbox"/> Medications(s)	<input type="checkbox"/> IV/Fluid(s)	<input type="checkbox"/> Cardiac Monitor/AED
<input type="checkbox"/> Other (e.g. splints, rope rescue, wheeled litter)		

7. COMMUNICATIONS:

Function	Channel Name/Number	Receive (Rx)	Tone/NAC*	Transmit (Tx)	Tone NAC*
Ex: Command	Forest Rpt, Ch2	168.3250	110.9	171.4325	110.9
COMMAND					
AIR-TO-GRND					
TACTICAL					

**(NAC for digital radio system)*

8. EVACUATION LOCATION:

Lat./Long. (Datum WGS84) Ex: N 40° 42.45' x W 123° 03.24'	
Patient's ETA to Evacuation Location:	
Helispot/Extraction Size and Hazards	

9. CONTINGENCY:

Considerations: If primary options fail, what actions can be implemented in conjunction with primary evacuation method? Be thinking ahead...

REMEMBER:

- **Confirm ETA's of resources ordered.**
- **Act according to your level of training.**
- **Be Alert. Keep Calm. Think Clearly, Act Decisively.**

TRANSPORTING INJURED PERSONNEL BY HELICOPTER

1. When transporting injured personnel by helicopter under agency contract, the local dispatch center will telephone the hospital and request they monitor their **"HEAR"** (HOSPITAL EMERGENCY ADMINISTRATIVE RADIO) system radio.
2. The aircraft pilot or manager will tune in the **"HEAR"** Frequency (normally **155.340** as primary) and establish direct communication with the hospital staff.
3. The helicopter pilot or manager will verify the frequency through the dispatch center.
4. If needed, request the local police to secure the landing area.

NOTE: This procedure is to be used only for emergencies that warrant **IMMEDIATE HOSPITAL SERVICE**.

HOSPITAL & AMBULANCE SERVICES

City	Hospital	Address	Phone	Helipad	Comments
Craig	Memorial Hospital	750 Hospital Loop	824-9411	40 31.1 x 107 34.4	
Eagle	Colorado Mountain Medical	377 Sylvan Lake Rd	328-1650	N/A	
Grand Junction	St. Mary's Hospital	2635 N. 7th	298-2273	39 05.4 x 108 33.8	
Kremmling	Middle Park Medical Center	214 S. 4th	724-3442	40 03.4 x 106 23.4	
Laramie, WY	Iverson Memorial	255 N. 30th St.	307 742-2141	41 17.5 x 105 33.2	
Loveland	Medical Center of the Rockies	2500 Rocky Mtn Ave	624-2500	40 24.7 x 107 00.1	Trauma Center
Maybell		60311 US HWY 40	824-6501	N/A	Volunteer Ambulance Only
Meeker	Pioneer's Hospital	345 Cleveland	878-5047	40 02.5 x 107 54.7	
Rangely	Rangely District Hospital	225 Eagle Crest Drive	675-5011	40 04.9 x 108 48.3	
Rifle	Grand River Medical Center	501 Airport Rd	625-1510	39 31.3 x 107 46.2	
Rock Springs, WY	Memorial Hospital of Sweetwater County	1200 College Dr.	307 362-3711	41 36.0 x 109 04.0	
Steamboat Springs	Yampa Valley Medical Center	1024 Central Park Dr.	879-1322	40 27.5 x 106 48.6	Call for emergencies, parking lot needs to be cleared.
Vail	Vail Valley Medical	181 W. Meadow Dr.	476-2451	39 38.6 x 106 22.9	
Vernal, UT	Ashley Valley Medical	150 W. 100 N.	435 789-3342	40 27.5 x 109 31.9	
Walden	North Park Medical Center	350 McKinley St.	723-4255	N/A	

HELICOPTER AMBULANCE SERVICE

Facility/ Heliport	Call Sign	Type A/C	Phone Number	Lat/Long	Comments/Fixed Wing
Ashley Valley Medical Vernal, UT Classic Air Med	Lifeguard 7 (Moab, UT) Lifeguard 8 (Vernal, UT)	Bell 407 Bell 407	Dispatch: 800-444- 9223 Non-em: 928-645-31.86 2950	38 32.01 x 109 30.62 40 27.5 x 109	Lifeguard 23 (Page, UT; Pilatus)
Yampa Valley Medical Center Steamboat Springs, CO	Lifeguard 6	Bell 407	See Above	40 30.97 x 106 51.98	Lifegaurd 24 (Craig, CO Pilatus)
St. Mary's Hospital Grand Junction 29CO	Careflight 3 (Grand Junction, CO) Careflight 4 (Montrose, CO)	AS-350 B-3 AS-350 B-3	800-332-4923	39 05.4 x 108 33.6 38 28.8 x 107 51.9	Careflight 2 (King Air 200) VHF 155.340
St. Anthony's Hospital Systems Denver North CO37	Lifeguard1	AS-350 B-3	Dispatch: 800-332- 3123 Non-em: 720-321- 3900	39 42.77 x 105 07.62	Can provide 1 ground unit and fixed wing EMS capabilities to any hospital upon request. 3 King Air and 1 Lear Jet throughout the region
Summit Co. Medical Center Frisco, CO 91CO	Lifeguard 2	AS-350 B-3	See Above	39 34.16 x 106 04.72	
St. Francis Medical Center Colorado Springs, CO CO23	Lifeguard 3	AS-350 B-3	See Above	38 56.37 x 104 43.08	
St. Mary's Corwin Pueblo, CO	Lifeguard 4	AS-350 B-3	See Above	38 14.31 x 104 37.76	
Mercy Regional Medical Durango, CO	Lifeguard 5	AS-350 B-3	See Above	37 14.16 x 107 49.65	
Aurora North Hospital Aurora, CO CO05	Air Life 72 (Frederick Firestone, CO) Air Life 73 (Hugo, CO) Air Life 74 (Lonetree, CO) Air Life 75 (Cheyenne, WY)	Bell 407 Bell 407 Bell 407 Bell 407	Dispatch: 877-243-40 8247 Non-em: 303-360-39 3400	40 07.33 x 104 58.96 39 43.58 x 104 49.57 31 70 x 104 52.22 41 15.05 x 104 81.80	2 Critical care ground unit 2 Lear Jets at Centennial airport
University Hospital & Burn Center Salt Lake City, UT	Air Med 2 (Park City, UT) Air Med 3 (Nephi, UT) Air Med 4 (Salt Lake City, UT) Air Med 6 (Rock Springs, WY) Air Med 20 (Layton, UT) Air Med 21 (Tooele, UT)	Bell 407 Bell 407 EC 145 Bell 407 Bell 407 Bell 407	Dispatch: 800-453-40 0120 Non-em: 801-581-41 2500	40 43.83 x 111 29.06 40 02.65 x 111 42.92 40 46.34 x 111 50.24 41 35.65 x 109 03.91 41 09.80 x 111 58.20 40 33.08 x 112 17.70	Air Med 33 (Rock Springs, WY; Pilatus) 41 35.65 x 109 03.91 Air Med 32 (SLC Int'l airport; Pilatus) 40 47.01 x 111 57.50
Wyoming Medical Center Casper, WY	WYO Life Flight 1	Bell 407	Dispatch: 800-806- 9158 Hospital: 800-822- 7201	42 50.86 x 106 18.50	WYO Life Flight 3 (King Air 90) 155.340 (zmed 28-Federal) 155.295 (800mhz) 154.875 (state mutual aid)

DISPATCH

AVIATION BOUNDARY OPERATIONS CHECKLIST

The boundary between adjacent dispatch centers has the potential for conflicted airspace when more than one dispatch center dispatches aviation resources to the common corridor. The common corridor, for purposes of airspace de-confliction, is defined as the area 5 statute miles on either side of the boundary line. Craig Interagency Dispatch Center shares boundaries with:

- Ft. Collins Interagency Dispatch Center to the East
- Rawlins Interagency Dispatch Center to the North
- Casper Interagency Dispatch Center to the North
- Uinta Basin Interagency Dispatch Center to the West
- Grand Junction Interagency Dispatch Center to the South

The following check list provides dispatchers with a quick check insuring all procedures have been followed. This check list will be used for notifications to Craig Dispatch Center from another center, or when Craig Dispatch is notifying another Dispatch Center of operations in the boundary area.

_____ Notified the involved dispatch center providing:

- tail number/call sign
- aircraft type
- mission
- frequencies
- location
- expected duration operation
- type of Flight Following (radio or automated)
- planned operational altitude if known

_____ Common frequencies assigned to all known responding aircraft

_____ Flight following initiated

_____ Pilots briefed on:

- frequencies
- other aircraft in area (tail number/call sign, aircraft type, location, mission)
- other known hazards

_____ Ground forces aware of aircraft and briefed on:

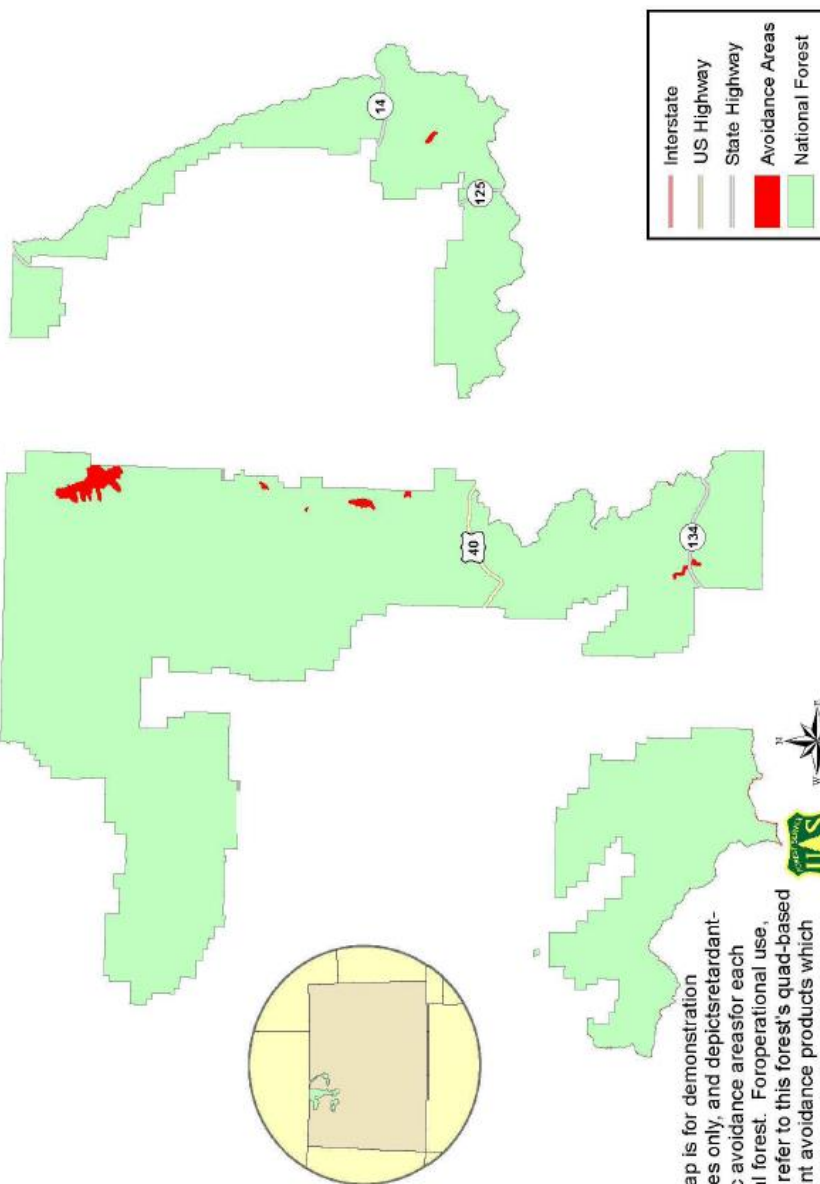
- frequencies
- aircraft type
- aircraft call sign
- mission
- location

Refer to the BLM National Airspace Boundary Management Plan for additional information.

APPENDIX A

USFS Aerial Fire Retardant Avoidance

Routt National Forest



This map is for demonstration purposes only, and depicts retardant-specific avoidance areas for each national forest. For operational use, please refer to this forest's quad-based retardant avoidance products which also depict required hydrologic avoidance areas.

APPENDIX C

Crossroads Helispot



Pitcher's Mound Helispot

